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COUNTRY Soviet Zone of Germany

REPORT

TOWNS Alt Loennewitz Airfield

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EVALUATION

50X1-HUM

DATE OF CONT

DATE OBTAINED

DATE PREPARED 13 October 1950

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

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1. There was no flying at the Alt Loennewitz (N 52/E 8h) airfield between 7 and 9 p.m. on 15 September 1950. The obstacle lights but not the runway lights were switched on. From six to eight planes were parked in a hangar which was open and lighted.
2. The field was observed [redacted] between 3:30 and 9 p.m. on 19 September 1950. Nine jet planes with high rudder assembly sloping to the rear were parked in a row on the landing field, four planes of the same type were on the eastern end of the runway and six to eight planes in front of the hangars. (1) All aircraft had their air intake apertures covered with red sheet metal. (2) The hangars were closed. Two single-engine low-wing monoplanes made flights lasting about 30 minutes in occasional rain with a cloudy sky. Description of single-engine, low-wing monoplane: two-seater cockpit, antenna rod forward of cabin, Pitot tube in left wing, radial engine with red propeller hub, tail wheel not retractable, intake tube or oil cooler under engine on left side, trim tab on left aileron, white squares on underside of left wing; guns or machine guns which could not definitely be seen were in the wings close to the fuselage. (3)
3. Flying was practiced at an altitude of about 2,000 meters. The planes repeatedly vanished behind thick clouds. During the flying a truck with a radio mast about 5 meters high, and about 30 men, possibly student pilots, were north of the eastern end of the runway. Three of four trucks and from 10 to 12 passenger cars were nearby. A blue, biaxial trailer without windows was in front of the flight control station. A plane landed at 5:55 p.m. and the obstacle light was switched on for about 3 minutes as it was raining and visibility was limited.
4. One single-engine, low-wing monoplane and 23 jet fighters with swept-back wings were counted at the field on 20 September 1950. (1) The hangars were closed. Four jet fighters and the single-engine, low-wing monoplane practiced flying between 2:30 and 4 p.m. There were only small cloud gaps and it occasionally rained. The jet fighters took off at intervals of about 30 seconds, lifted off the

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ground at a speed of about 250 km/h, climbed to an altitude of about 1,000 meters in about 2 minutes, and flew over the field above the cloud base. The planes landed at 3 p.m. and took off again at 3:30 p.m. The single-engine, low-wing monoplane made the same flights as on the day before. Two radio trucks were at the eastern end of the runway. One truck had an antenna about 6 meters high, the other had two antennas at the rear wall which pointed upward to the rear and one antenna forward on the roof. About 150 men were standing on the landing field in several groups. A device with a shield but without a barrel was in the southeastern section of the landing field. It resembled a gun. (4)

5. On 20 September 1950 there was no flying at the field after dusk although the weather was good. The lights were not switched on and the aircraft remained on the landing field.
6. The runway lights, searchlights on poles about 30 cm high, were still there. A small wooden hut with a radio tower about 10 meters high, was in the extension of the runway to the east. The field was strictly guarded. The view was limited on the southern edge by a board fence which was about 2.2 meters high. A Soviet guard detail of four to six men was stationed in Alt Loennowitz.

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[REDACTED] Comments.

(1)

- (2) The lid on the air intake aperture was apparently a protection against dust.
- (3) From the description the planes are Yak-11 trainers.
- (4) The type or use of the device in the southeastern section of the field cannot be determined.

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